

Streetcar

Richard Thompson

A Streetcar Named Desire Tennessee Williams,1953 THE STORY: The play reveals to the very depths the character of Blanche du Bois, a woman whose life has been undermined by her romantic illusions, which lead her to reject--so far as possible--the realities of life with which she is faced and which s

Streetcars of America Brian Solomon,John Gruber,2014-06-10 The handsome multicolored streetcar is a nostalgic icon of the some of the most romantic and heritage-rich locales in America, including San Francisco, New Orleans and Chicago, immortalised on stage and screen in classics including 'Meet Me In St Louis' and 'A Streetcar Named Desire'. Streetcars of America chronicles these vehicles from the earliest animal-drawn carriages to the height of their popularity in the 1920s, when there were more than 1,200 tram railways, to the turning of the tide in the mid-twentieth century when congestion and attacks from the automobile industry eventually pushed streetcars from most urban landscapes. But it also looks at the recent efforts to revive tram heritage that have led to vintage streetcars becoming a hip and environmentally-friendly daily commuter service, as well as tourist attraction, in more than thirty cities including Memphis and Washington DC.

Tennessee Williams's A Streetcar Named Desire Harold Bloom,Sterling Professor of Humanities Harold Bloom,2014-05-14 Presents a collection of ten critical essays on Williams's play A Streetcar Named Desire arranged in chronological order of publication.

New Orleans Fabulous Streetcars Kenneth C. Springirth ,2017-01-24

Cleveland and Its Streetcars James R. Spangler,James A. Toman,2005 Cleveland and Its Streetcars takes the reader back to when railway cars dominated the local street scene. The book focuses on the era of 1910-1954, from the time that Cleveland Railway Company took over operation of the consolidated streetcar lines to the day that the last streetcar rumbled over the city's streets. Cleveland's trailer trains, articulated cars, and its Peter Witt car model were widely admired by the nation, and the streetcar reigned supreme through the end of World War II. In 1942, the Cleveland Transit System (CTS) took over the streetcar lines, and eager to modernize its fleet, it decided to replace the streetcars with buses, trackless trolleys, and a crosstown rapid transit line. After the end of the war, in May 1945, the first post-war conversion took place. Then the pace of replacing the streetcars with rubber-tired vehicles quickened. By 1954, the task was complete. This book, with over 200 photographs, documents this changing Cleveland scene--when a wonderful era in transportation flourished and then, sadly, disappeared.

Portland's Streetcar Lines Richard Thompson,2010 Portland neighborhoods owe their location, alignment, and growth to a splendid, 19th-century innovation: the streetcar. This city still bears the imprint of the carlines that once wove their way out to suburbs in every direction, including Fulton, Portland Heights, Goose Hollow, Nob Hill, Slabtown, Willamette Heights, Albina, Saint Johns, Irvington, Rose City, Mount Tabor, Montavilla, Mount Scott, and Sellwood. As routes developed, people used them for more than just getting to work; they also discovered the recreational function of street railways while visiting friends, parks, and shopping areas farther from the center of town. The time of the trolley peaked during the 1910s. In 1927, the local street railway system entered a period of slow decline that ended in 1950, when Portland's last city streetcars gave way to buses. This is the history of those classic lines.

Streetcar Suburbs Sam Bass WARNER,2009-06-30 In the last third of the 19th century Boston grew from a crowded merchant town, in which nearly everybody walked to work, to a modern divided metropolis. The street railway created this division of the metropolis into an inner city of commerce and slums and an outer city of commuter suburbs. This book tells who built the new city, and why, and how.

Baltimore's Streetcars and Buses Gary Helton,2008 In the 1850s, Baltimore's 170,000 residents had few options when it came to getting around town. Before the decade's end, however, the omnibus--an urban version of the stagecoach--emerged as Baltimore's first mass-transit vehicle. Horsecars followed, then cable cars, and ultimately electrically powered streetcars. Recognizing the need for cohesion, the city's myriad transit providers merged into a single operator. United Railways

and Electric Company, incorporated in 1899, faced the unenviable task of integrating routes being served by inadequate, incompatible, and often obsolete equipment. Over the next seven decades, privately run mass transit in Baltimore survived bankruptcy, a name change, two world wars, the proliferation of private automobiles, a takeover by out-of-town interests, and a plethora of new vehicles. Arguably a unified system of privately operated mass transit was no closer to being a reality in 1970, when it reached the end of the line and was taken over by the state.

The St. Louis Streetcar Story Andrew D. Young, 1988 The history of the St. Louis streetcar. It covers the cars, power stations, shops, carbarns, routes, services, and more.

New Orleans Edward J. Branley, 2004 The clanging of a streetcar's bell conjures images of a time when street railways were a normal part of life in the city. Historic Canal Street represents the common ground between old and new with buses driving alongside steel rails and electric wires that once guided streetcars. New Orleans was one of the first cities to embrace street railways, and the city's love affair with streetcars has never ceased. New Orleans: The Canal Streetcar Line showcases photographs, diagrams, and maps that detail the rail line from its origin and golden years, its decline and disappearance for almost 40 years, and its return to operation. From the French Quarter to the cemeteries, the Canal Line ran through the heart of the city and linked the Creole Faubourgs with the new neighborhoods that stretched to Lake Pontchartrain.

Twin Cities by Trolley John W. Diers, Aaron Isaacs, The recent development of light rail transit in the Twin Cities has been an undeniable success. Plans for additional lines progress, and our ways of shopping, dining, and commuting are changing dramatically. As we embrace riding the new Hiawatha light rail line, an older era comes to mind—the age when everyone rode the more than 500 miles of track that crisscrossed the Twin Cities. In *Twin Cities by Trolley*, John Diers and Aaron Isaacs offer a rolling snapshot of Minneapolis and St. Paul from the 1880s to the 1950s, when the streetcar system shaped the growth and character of the entire metropolitan area. More than 400 photographs and 70 maps let the reader follow the tracks from Stillwater to University Avenue to Lake Minnetonka, through Uptown to downtown Minneapolis. The illustrations show nearly every neighborhood in Minneapolis and St. Paul as it was during the streetcar era. At its peak in the 1920s and early 1930s, the Twin City Rapid Transit Company (TCRT) operated over 900 streetcars, owned 523 miles of track, and carried more than 200 million passengers annually. Recounting the rise and fall of the TCRT, *Twin Cities by Trolley* explores the history, organization, and operations of the streetcar system, including life as a streetcar operator and the technology, design, and construction of the cars. Inspiring fond memories for anyone who grew up in the Twin Cities, *Twin Cities by Trolley* leads readers on a fascinating and enlightening tour of this bygone era in the neighborhood and the city they call home. John W. Diers has worked in the transit industry for thirty-five years, including twenty-five years at the Twin Cities Metropolitan Transit Commission. He has written for *Trains*, and has served on the board of the Minnesota Transportation Museum. Aaron Isaacs worked with Metro Transit for thirty-three years. He is the author of *Twin City Lines—The 1940s* and *The Como-Harriet Streetcar Line*. He is also the editor of *Railway Museum Quarterly*.

Sacramento's Streetcars William Burg, 2006 Until 1947, Sacramento's streetcars linked a bustling downtown district with residential neighborhoods, workplaces, and a growing series of suburbs. Starting with horse-drawn cars on Front Street, the streetcar system owned by the Pacific Gas and Electric Company expanded to include Midtown, Curtis Park, Land Park, Oak Park, and East Sacramento. But PG&E was not alone; two other companies ran streetcar routes downtown, along with suburban lines to West Sacramento, North Sacramento, Rio Linda, Elverta, Colonial Heights, and Colonial Acres. Sacramentans rode the cars to work, to school, to the state fair, and just about anywhere they wanted to go until the streetcars were replaced by buses owned by National City Lines.

Trolley Wars Scott Molloy, 2007 A groundbreaking study of public transportation in the Gilded Age and its place in the emerging American city

Capital Streetcars: Early Mass Transit in Washington, D.C. John DeFerrari, 2015 Washington's first streetcars trundled down Pennsylvania Avenue during the Civil War. By the end of the century,

streetcar lines crisscrossed the city, expanding it into the suburbs and defining where Washingtonians lived, worked and played. One of the most beloved routes was the scenic Cabin John line to the amusement park in Glen Echo, Maryland. From the quaint early days of small horse-drawn cars to the modern streamliners of the twentieth century, the stories are all here. Join author John DeFerrari on a joyride through the fascinating history of streetcars in the nation's capital.

A Splendid Ride Monroe Dodd, 2002 Illustrated history of Kansas City's streetcar system, beginning with horse drawn cars in 1870. In the 1880s, Kansas City built the country's third-largest cable car system. By the turn of the century, cable and horse cars were rapidly replaced by electric streetcars. The streetcar network grew to more than 300 miles of track, not including interurban lines that stretched in six directions, some more than 40 miles. In the 1930s, competition from automobiles and growing expenses caused the operators to begin converting to buses. Streetcars enjoyed a brief resurgence during and just after World War II, but then were increasingly replaced by gasoline and then diesel buses. Kansas City's last streetcar ran on June 23, 1957.

Brooklyn Streetcars , 2008 In the summer of 1854, the Brooklyn City Railroad opened four separate streetcar lines. The lines were introduced here several years before they were brought to larger cities, such as Baltimore, Boston, and Philadelphia, demonstrating the city's modernization and ingenuity. From its first introduction, Brooklyn had one of the nation's largest urban transit systems. With the advent of streetcars, the population in Brooklyn grew from about 139,000 to over 2.5 million by the time streetcars were retired. The street railway blended mobility with innovation, prompting one-third of New York City's population to call Brooklyn home.

Portland's Streetcars Richard Thompson, 2006 Street railways arrived early in Portland and made lasting social and economic contributions that are still apparent in the layout and character of the city's neighborhoods today. During the 1890s, streetcar lines spread rapidly into the West Hills and across the Willamette River. The technological prowess of the growing Rose City was reflected in the largest horsecar in the Northwest, the second steepest cable car grade in the nation, the first true interurban railway, and an annual illuminated trolley parade. By the dawn of the 20th century, Portland could boast of the largest electric railway system in the West, as well as its first eight-wheeled streetcar. The streetcars lasted into the late 1950s here, and then, after a hiatus of nearly 30 years, were rediscovered by a new generation of urban planners. Street railways arrived early in Portland and made lasting social and economic contributions that are still apparent in the layout and character of the city's neighborhoods today. During the 1890s, streetcar lines spread rapidly into the West Hills and across the Willamette River. The technological prowess of the growing Rose City was reflected in the largest horsecar in the Northwest, the second steepest cable car grade in the nation, the first true interurban railway, and an annual illuminated trolley parade. By the dawn of the 20th century, Portland could boast of the largest electric railway system in the West, as well as its first eight-wheeled streetcar. The streetcars lasted into the late 1950s here, and then, after a hiatus of nearly 30 years, were rediscovered by a new generation of urban planners.

Built to Move Millions Craig R. Semsel, 2008-04-17 "A hobbyist's enthusiasm, curiosity, and attention to detail exude from this technological history of Ohio's streetcar industry . . . Highly recommended." —Choice At the beginning of the twentieth century, the street railway industry was one of the largest in the nation. Once ubiquitously visible on the city streets, by mid-century the streetcar was nothing more than a distant memory. Ohio was home to several large streetcar systems, especially in Cleveland and Cincinnati, and had more interurban tracks than any other state in the union. Thus, Ohio served as one of the street railway industry's greatest centers of manufacturing. Built to Move Millions examines the manufacture of streetcars and interurbans within the state of Ohio between 1900 and 1940. In addition to discussing the five major car builders that were active in Ohio during this period, the book addresses Ohio companies that manufactured the various components that went into these vehicles. Includes extensive photos

Slabtown Streetcars Richard Thompson, 2015-08-10 No area of Portland, Oregon, played a more important role in street railway history than Northwest Portland and the neighborhood known as Slabtown. In 1872, the city's first streetcars passed close to Slabtown as they headed for a terminus

in the North End. Slabtown was also home to the first streetcar manufacturing factory on the West Coast. In fact, until locally built streetcars began to be replaced by trolleys from large national builders in the 1910s, more than half of all rolling stock was manufactured in shops located at opposite ends of Northwest Twenty-third Avenue. All streetcars operating on the west side of the Willamette River, including those used on the seven lines that served Northwest Portland, were stored in Slabtown. When the end finally came in 1950, Slabtown residents were riding two of the last three city lines.

From Streetcar to Superhighway Mark S. Foster, 1981

The Enigmatic Realm of **Streetcar**: Unleashing the Language is Inner Magic

In a fast-paced digital era where connections and knowledge intertwine, the enigmatic realm of language reveals its inherent magic. Its capacity to stir emotions, ignite contemplation, and catalyze profound transformations is nothing short of extraordinary. Within the captivating pages of **Streetcar** a literary masterpiece penned by a renowned author, readers attempt a transformative journey, unlocking the secrets and untapped potential embedded within each word. In this evaluation, we shall explore the book's core themes, assess its distinct writing style, and delve into its lasting effect on the hearts and minds of those that partake in its reading experience.

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